

Figure 1: Metered Injection Pumping System for adding resid fuels

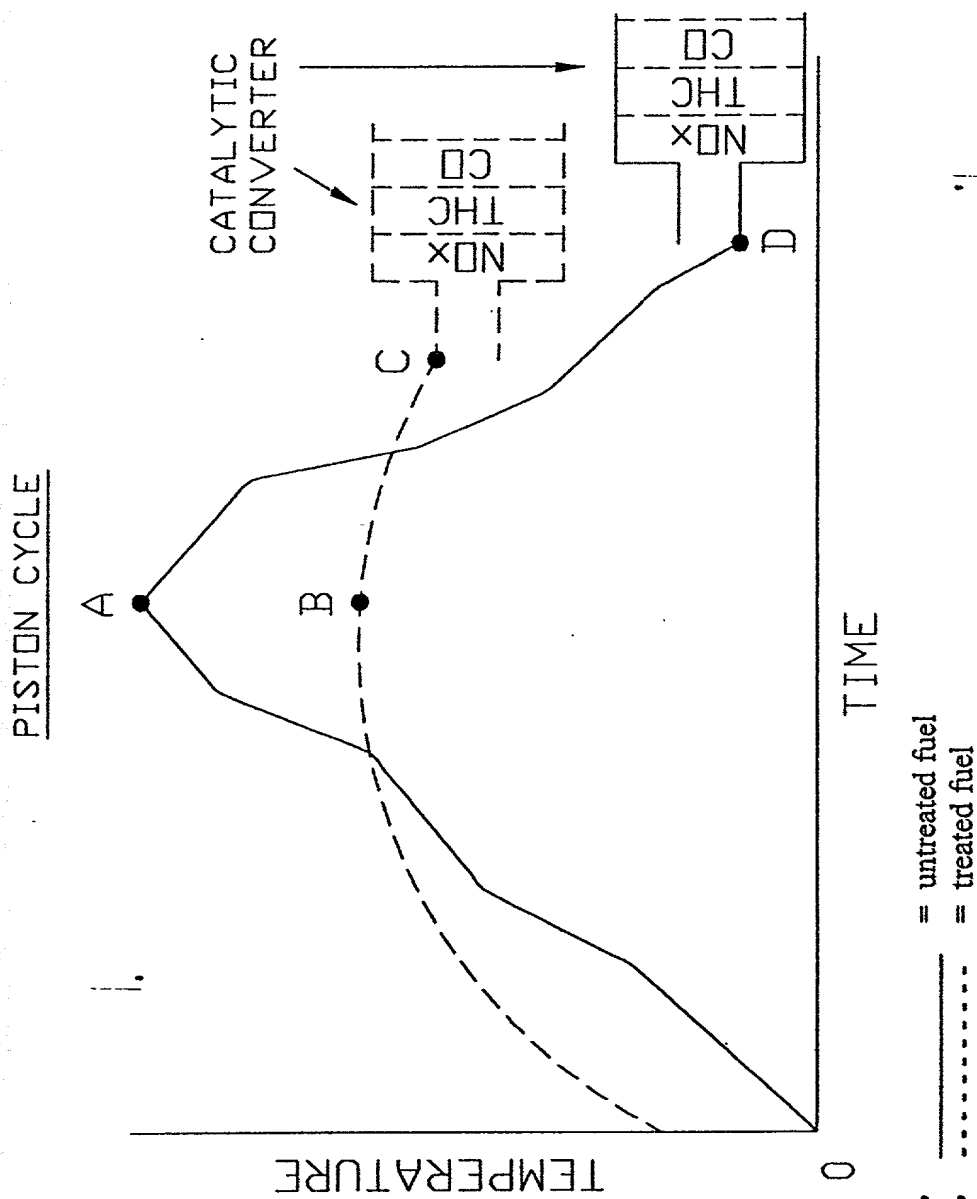


Figure 2: Hypothetical temperature versus time curve for the piston cycle of a gasoline-powered engine operating on untreated fuel and fuel treated with the OR-1 additive

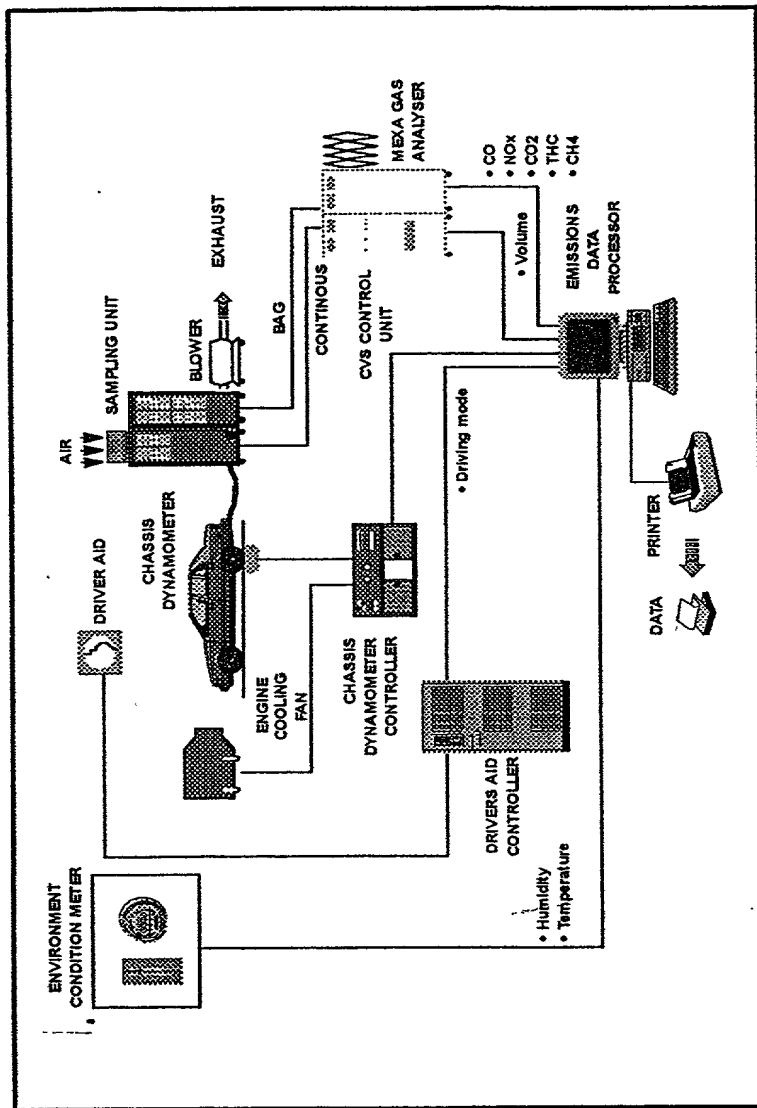


Figure 3: Schematic illustrating the layout of the Vehicle Emissions Testing Laboratory located in Section 27, Selangor Darul Ehsan, Shah Alam, Malaysia

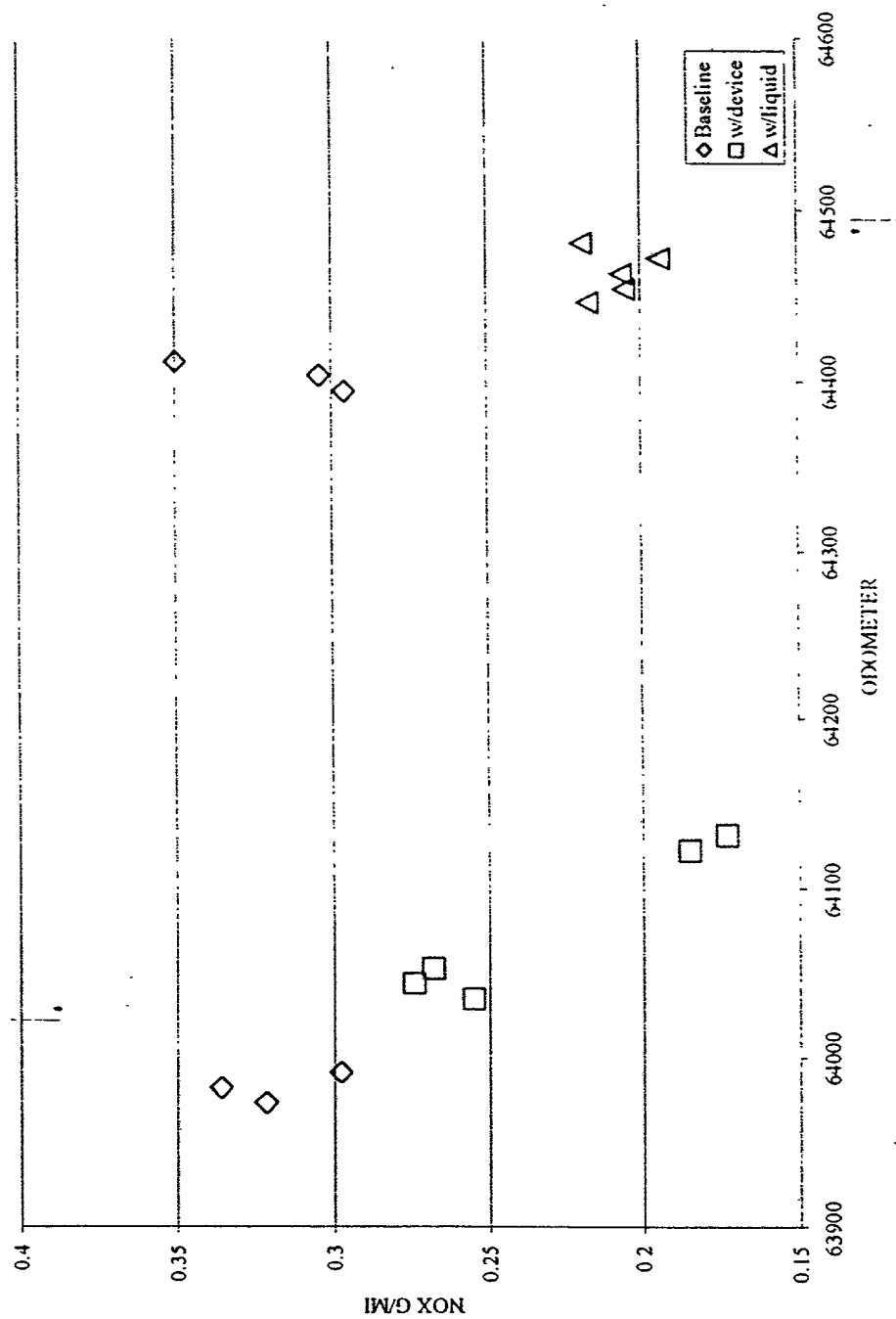


Figure 5: NO_x emissions as a function of odometer miles for a Ford Taurus

60340-60340

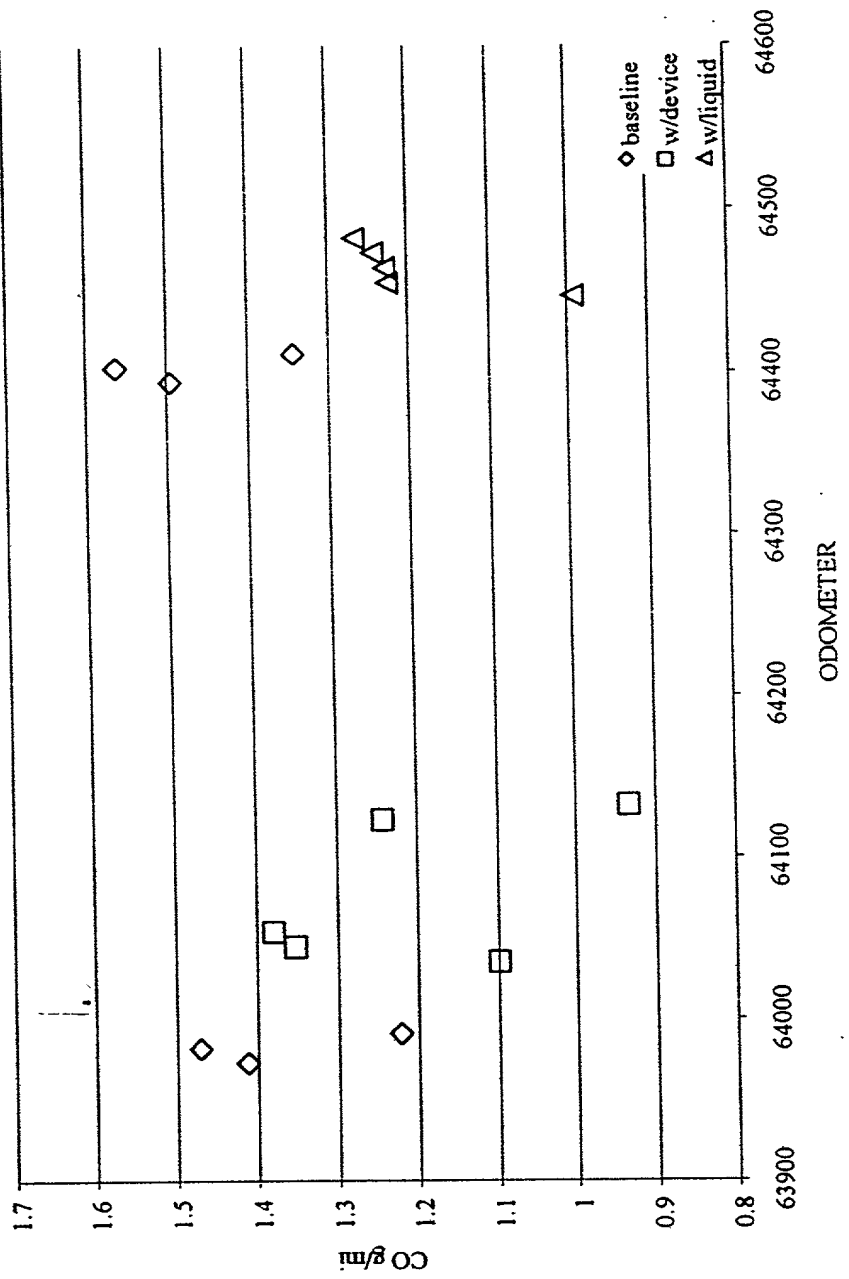


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

63900 64000 64100 64200 64300 64400 64500 64600

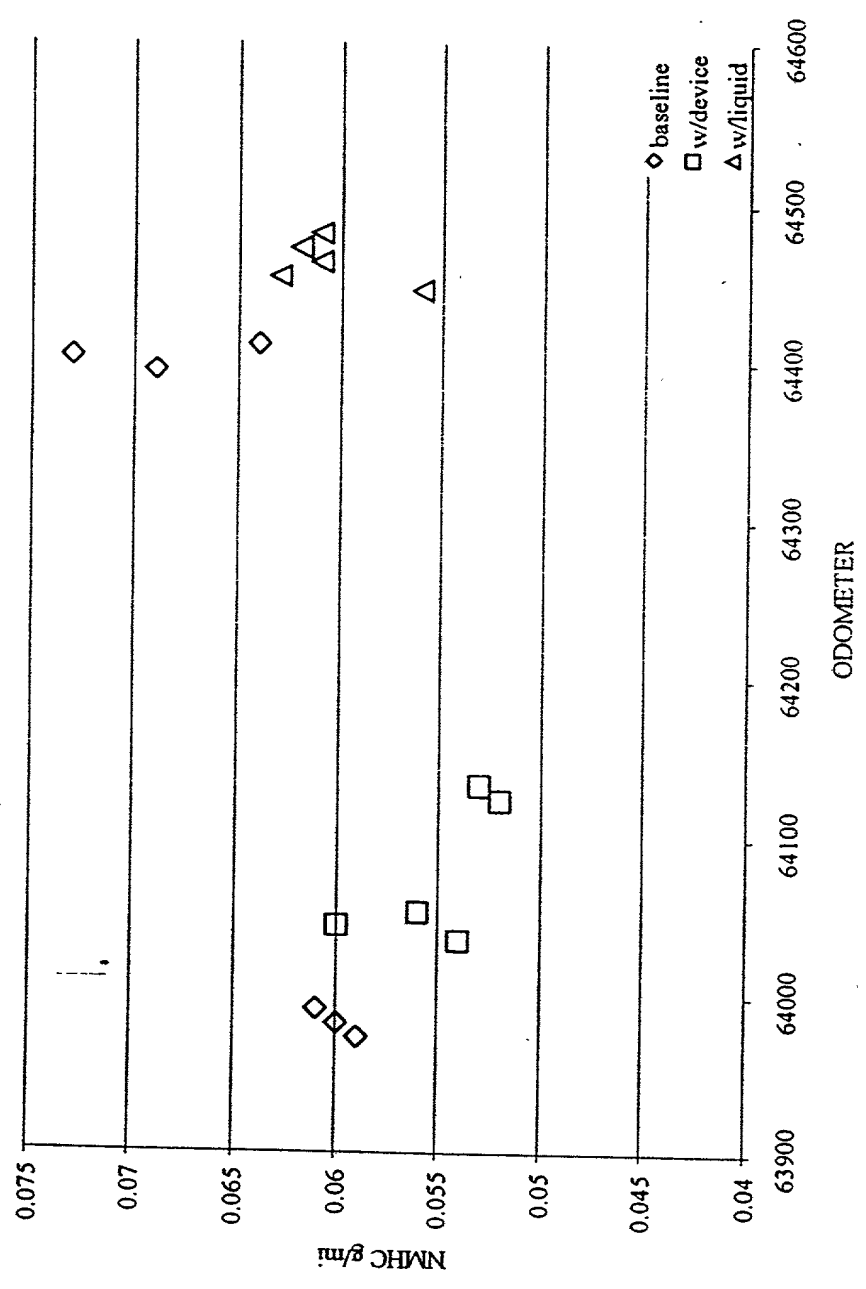


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

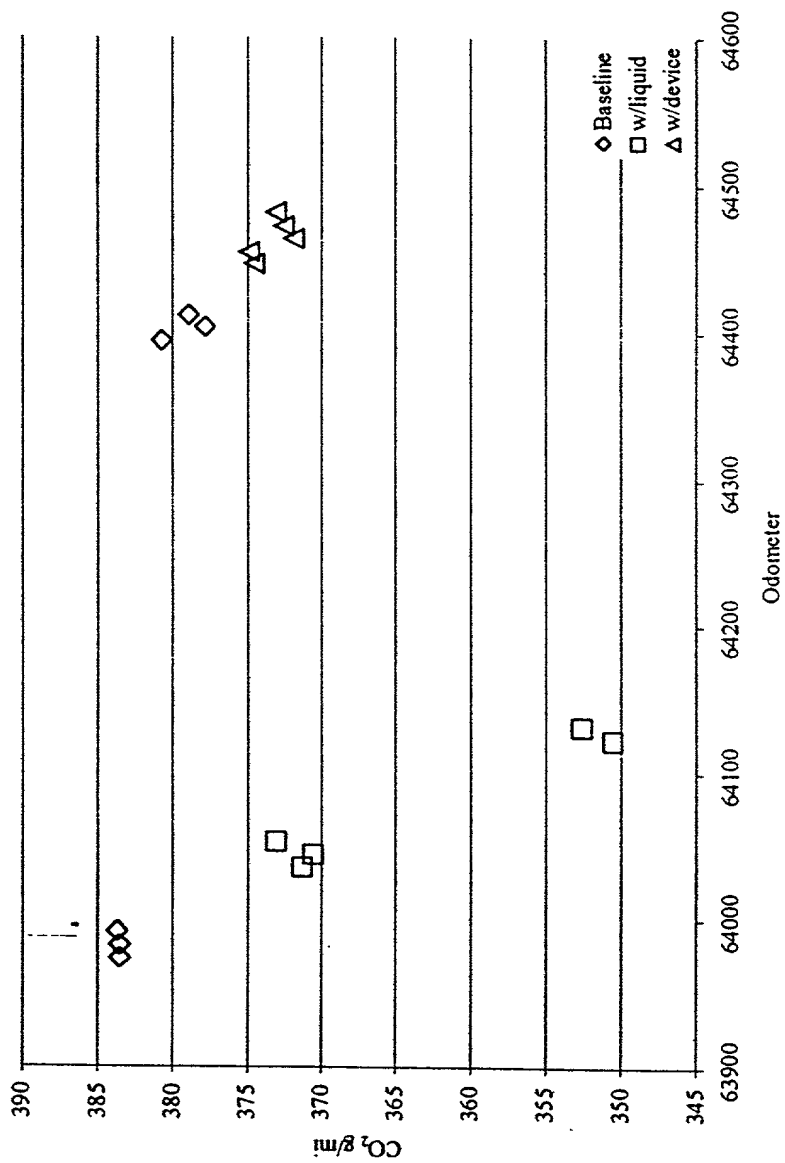


Figure 8: CO₂ emissions as a function of odometer miles for a Ford Taurus

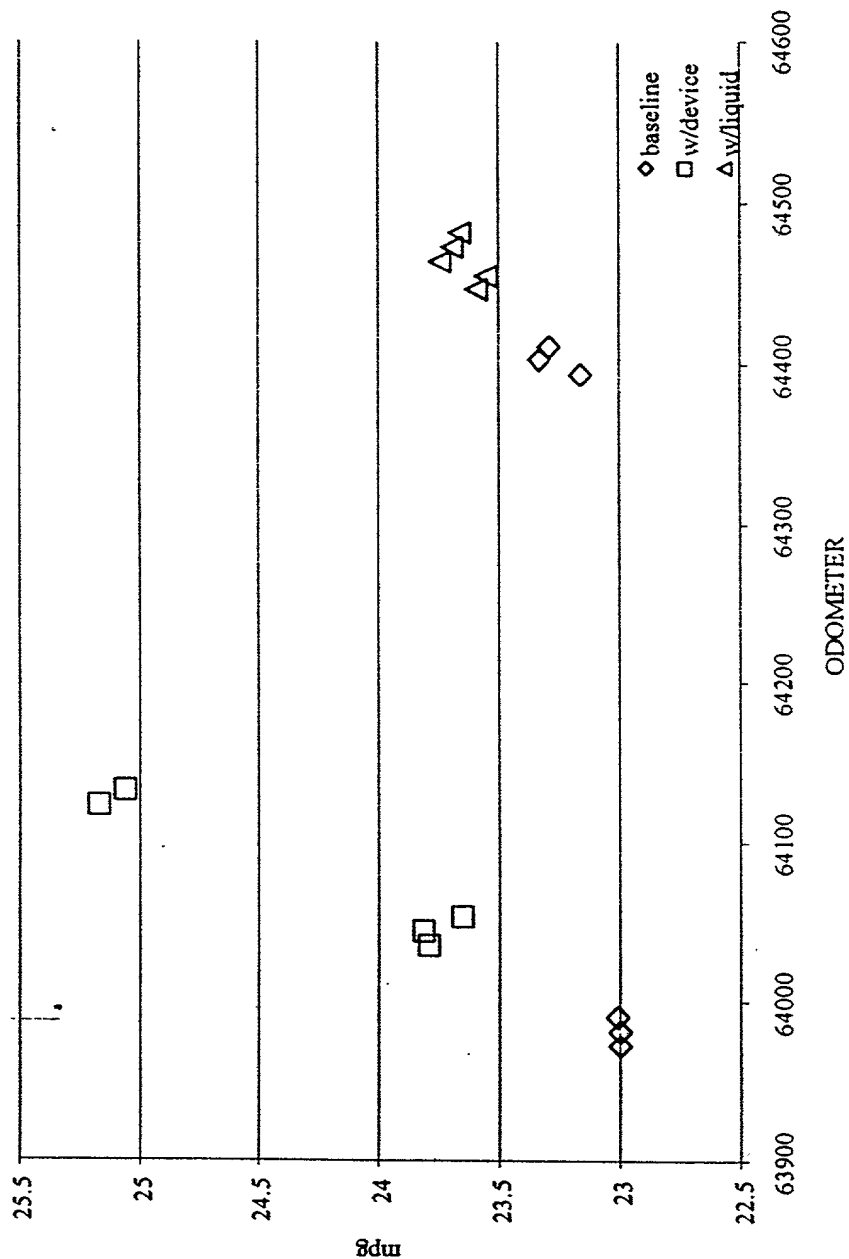


Figure 9: MPG fuel economy as a function of odometer miles for a Ford Taurus

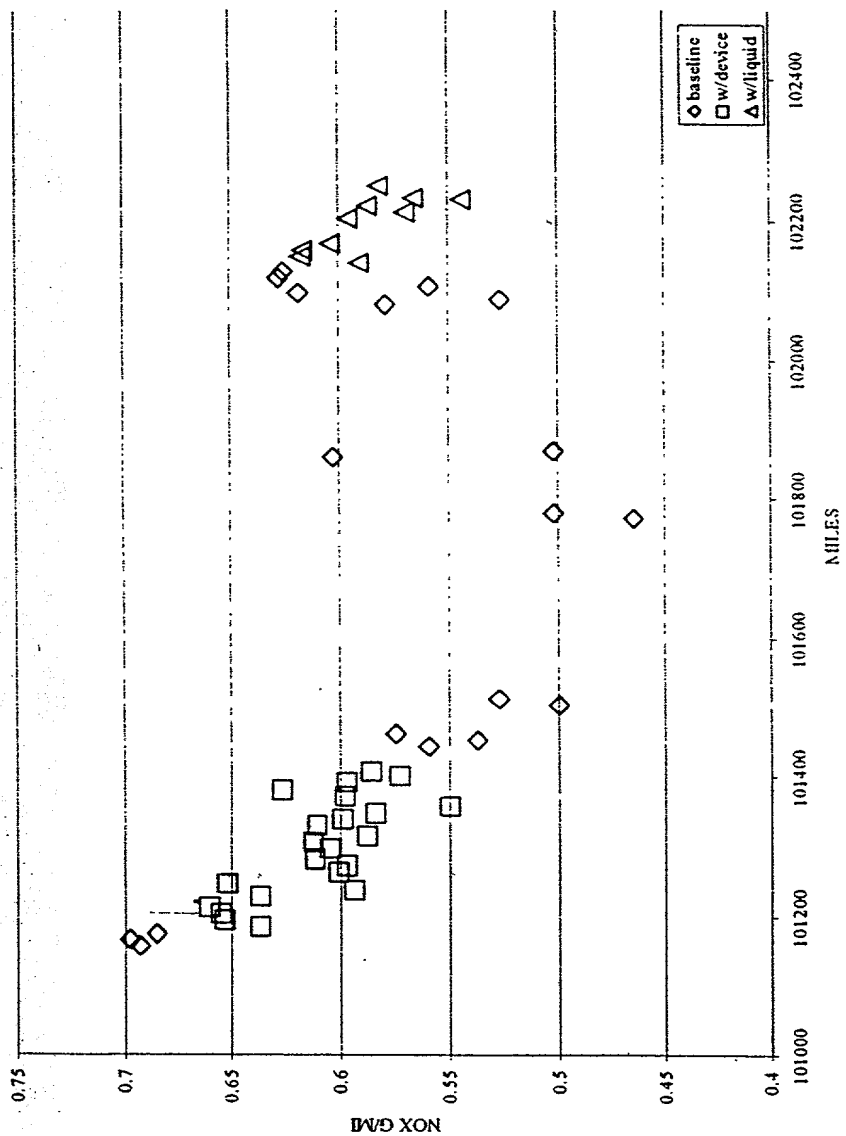


Figure 10: NO_x emissions as a function of odometer miles for a Honda Accord

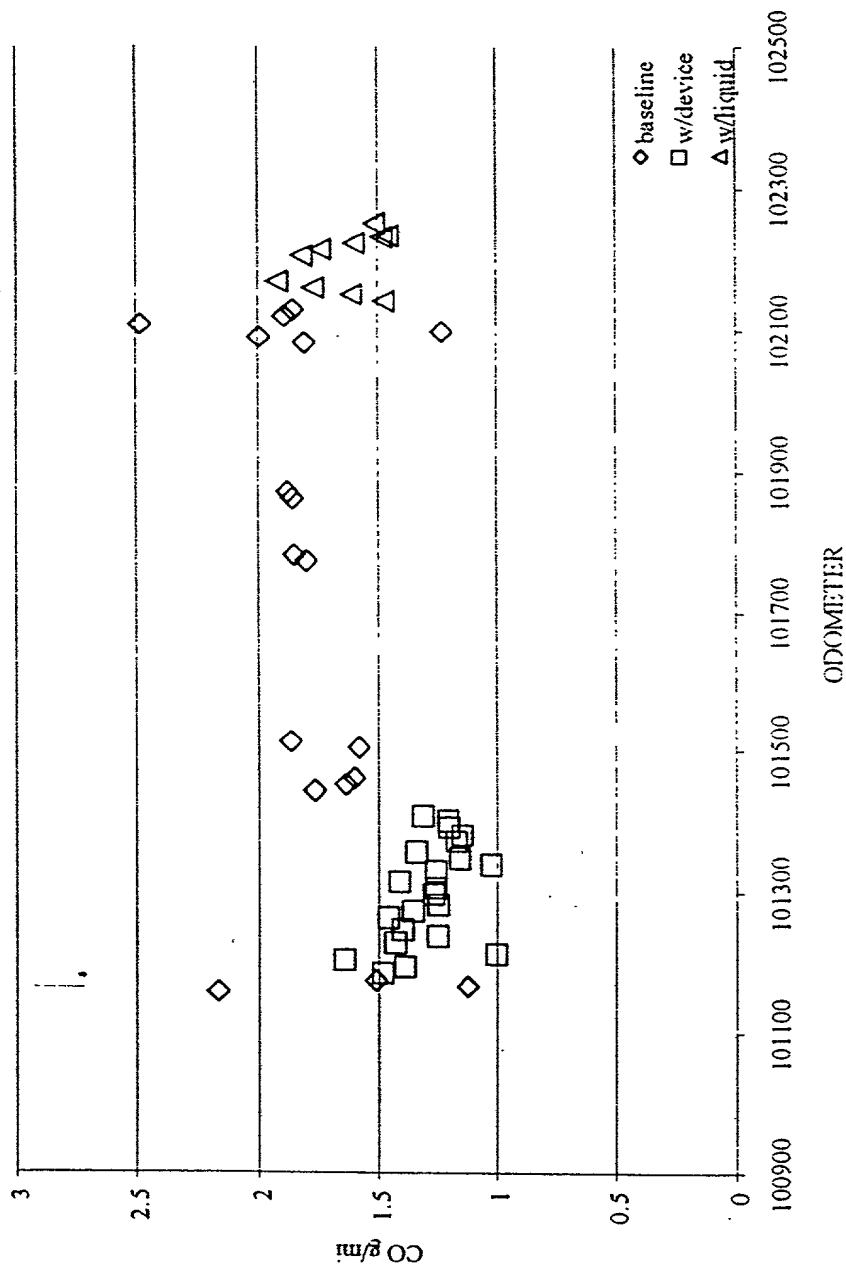


Figure 11: CO emissions as a function of odometer miles for a Honda Accord

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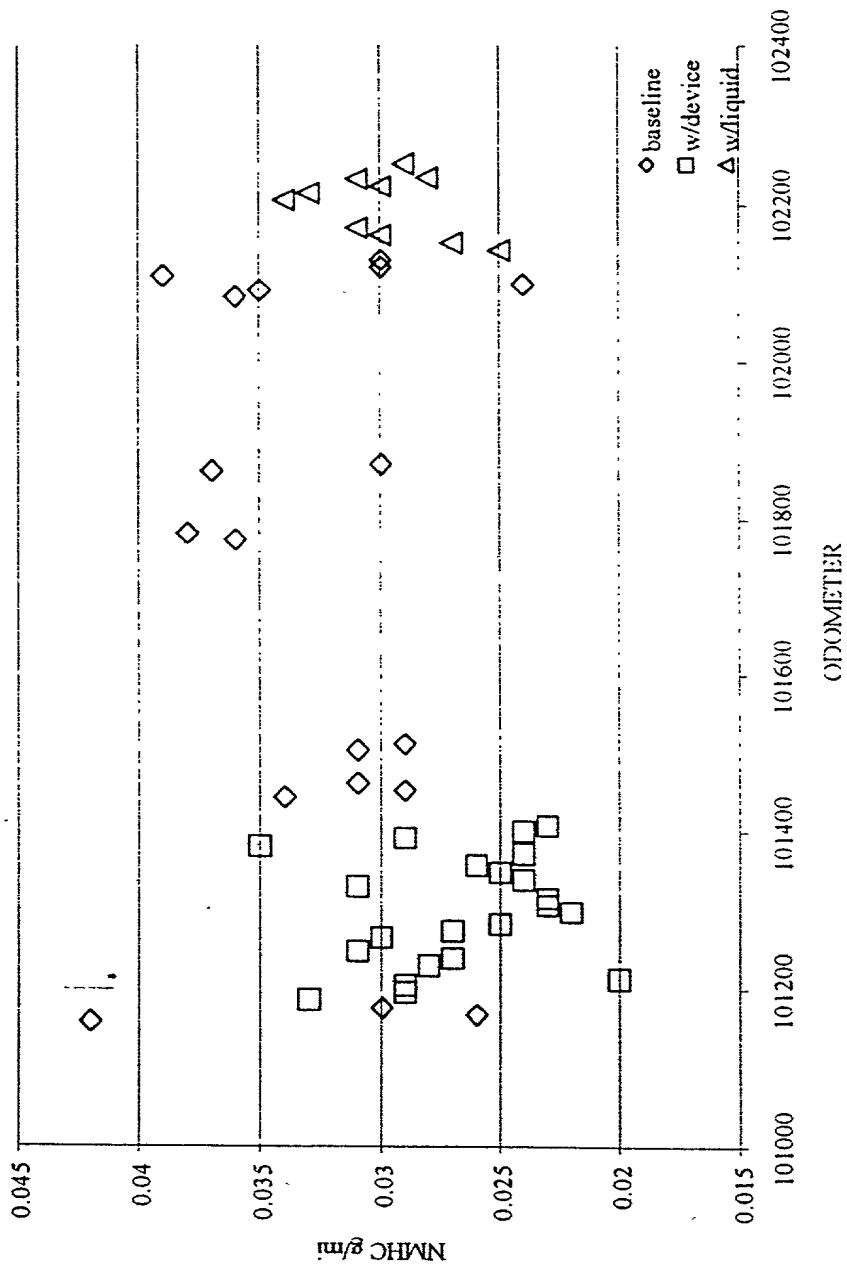


Figure 12: NMHC emissions as a function of odometer miles for a Honda Accord

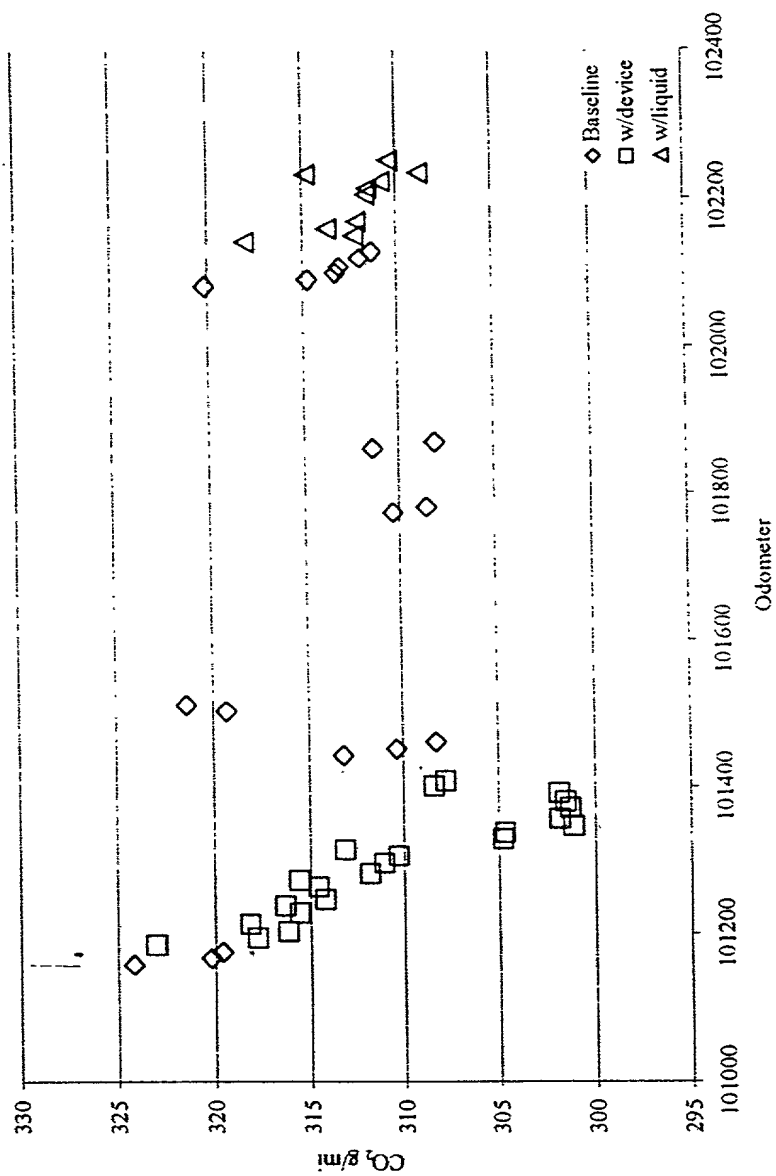


Figure 13: CO₂ emissions as a function of odometer miles for a Honda Accord

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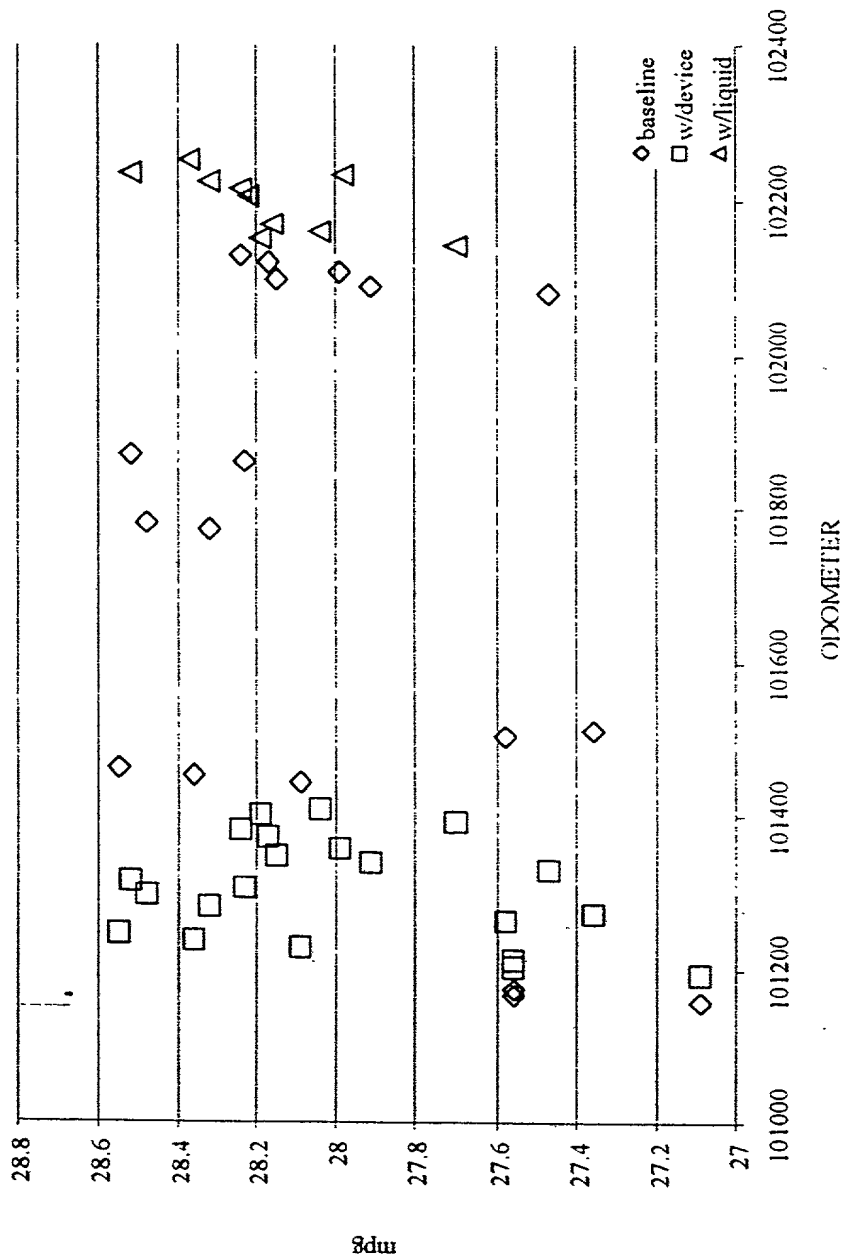


Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

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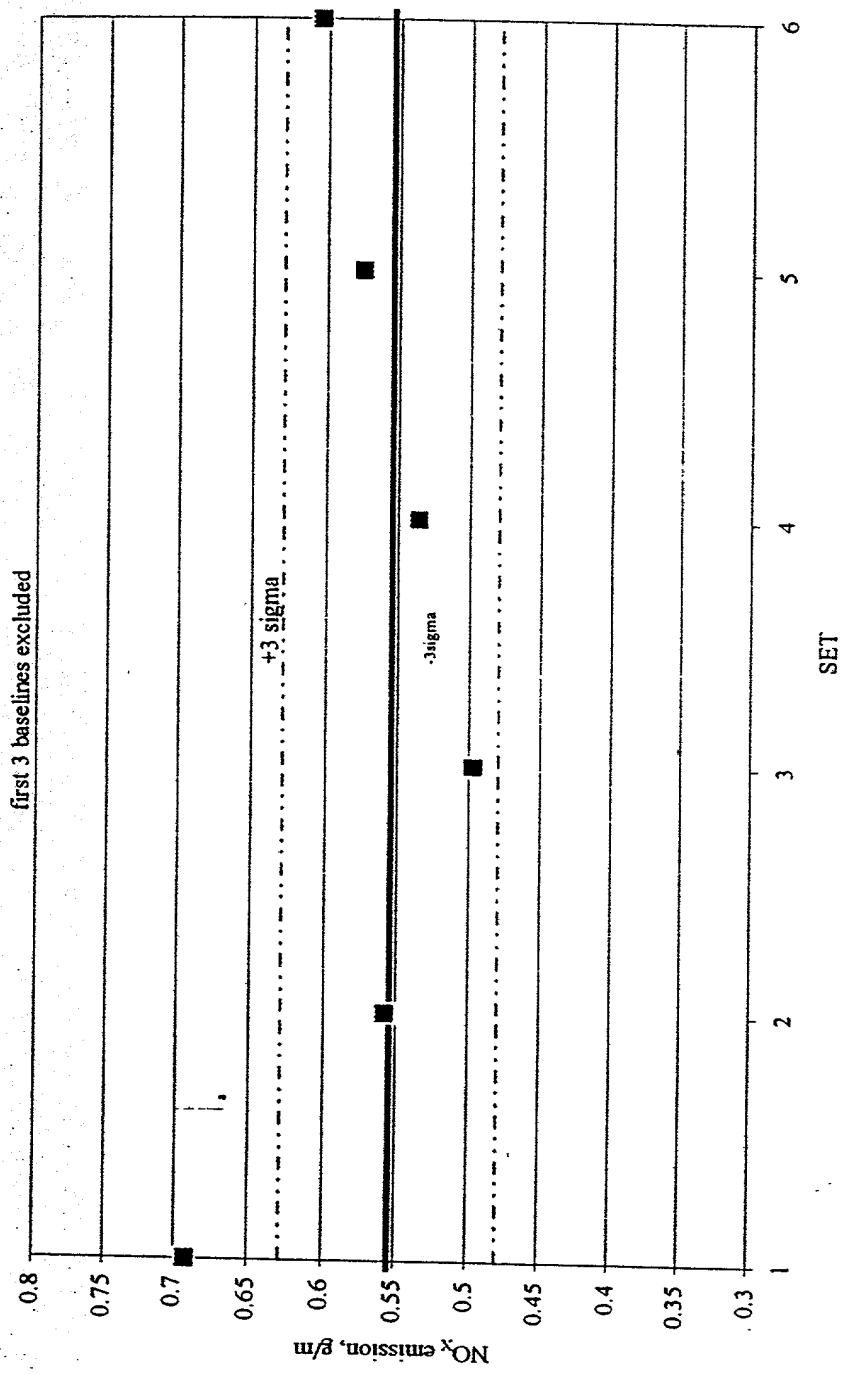


Figure 15: Shewhart Control Plot for NO_x in the Honda Accord with the first three baselines excluded

20030303 20030303

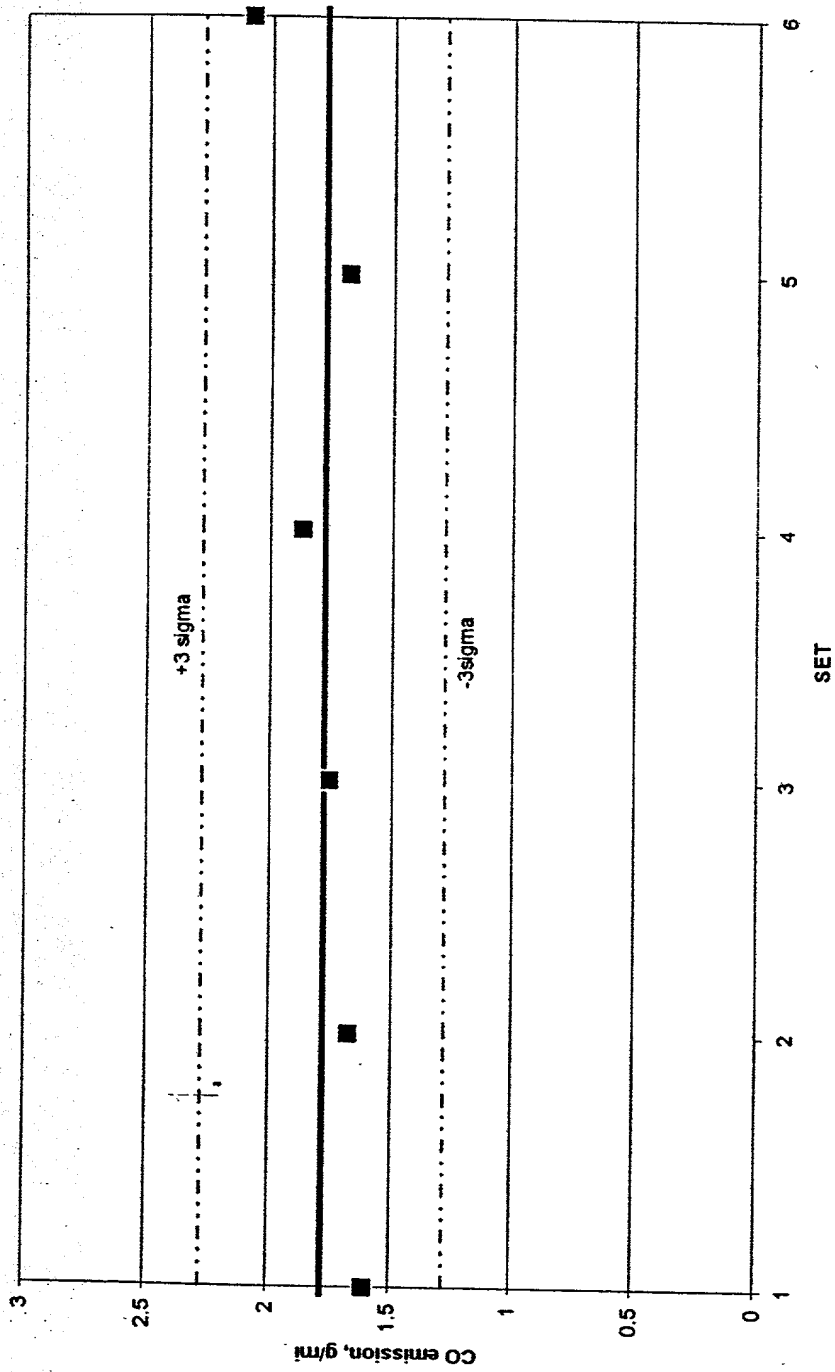


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded

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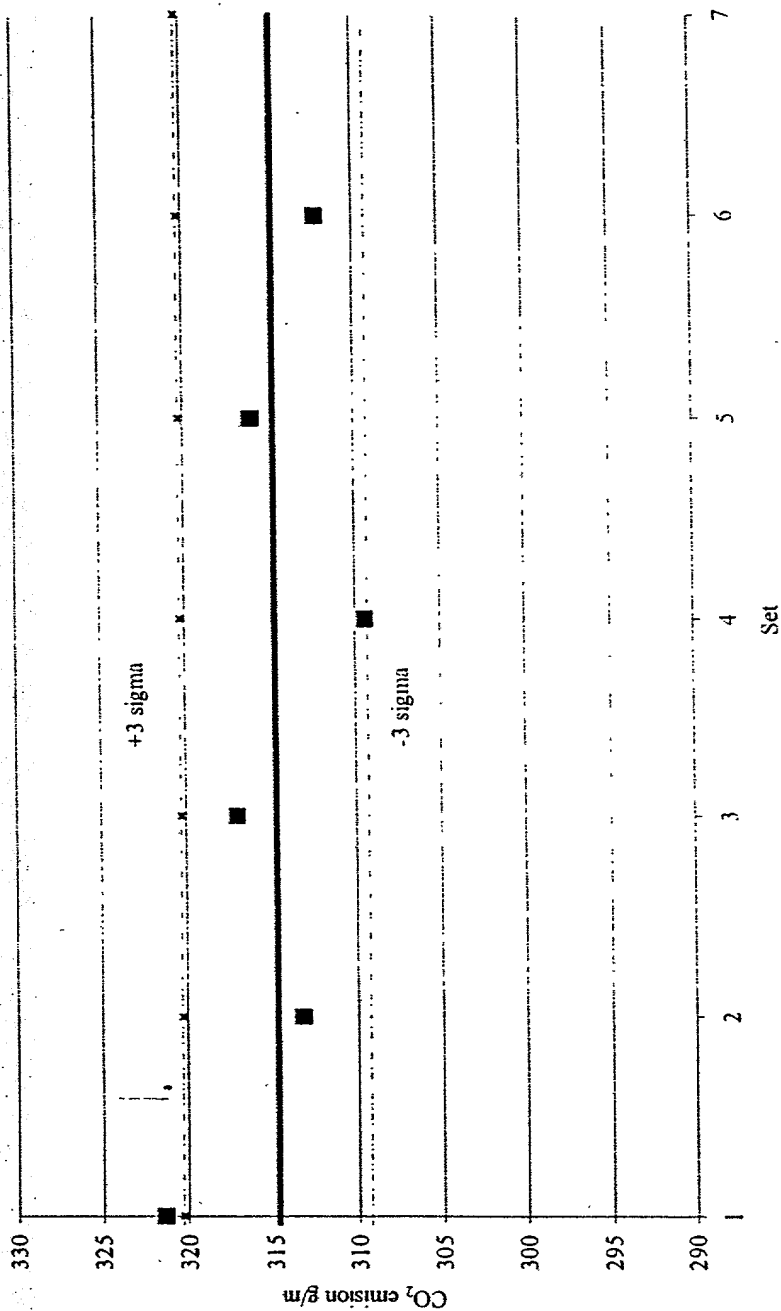


Figure 18: Shewhart Control Plot for CO₂ in the Honda Accord with the first three baselines excluded

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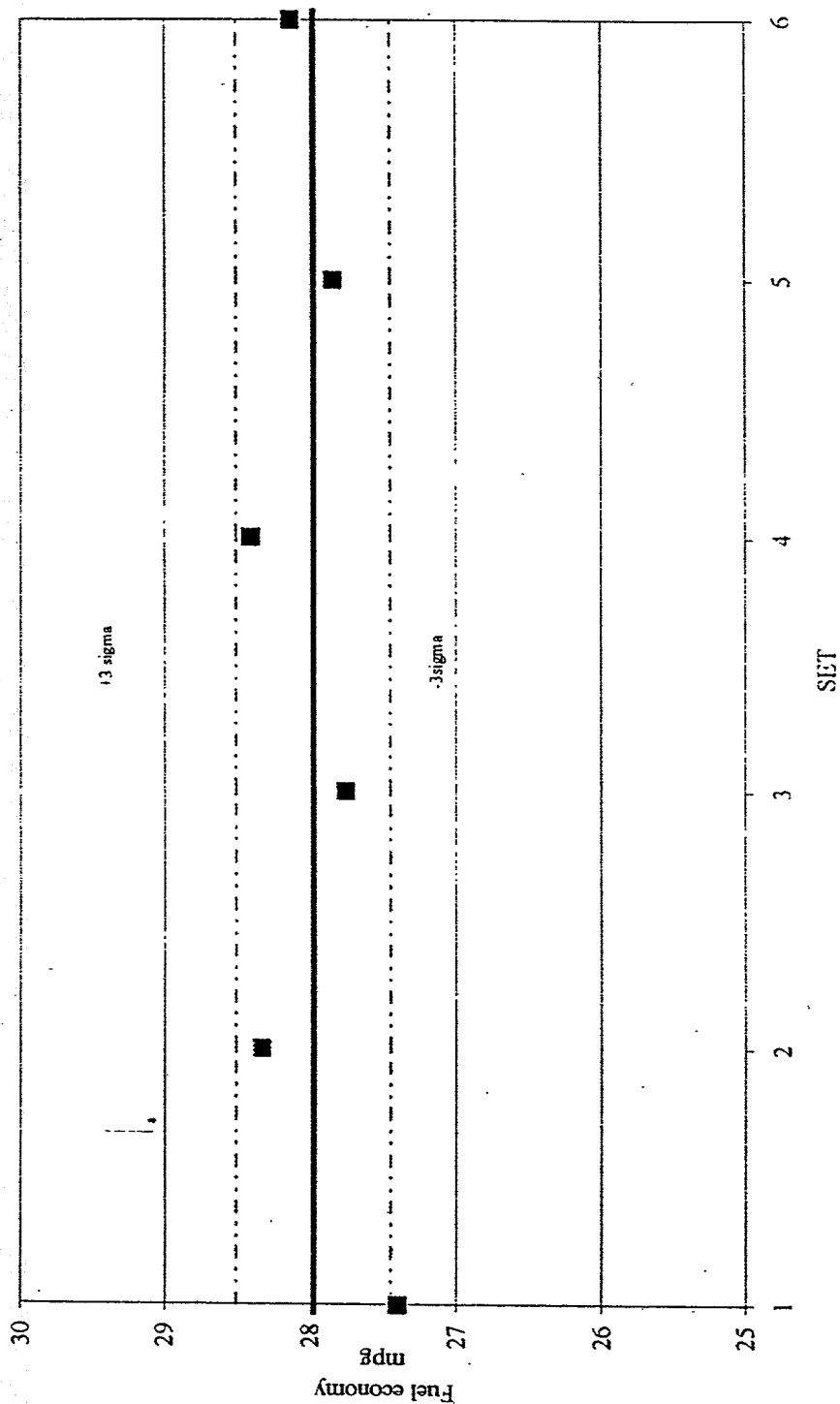
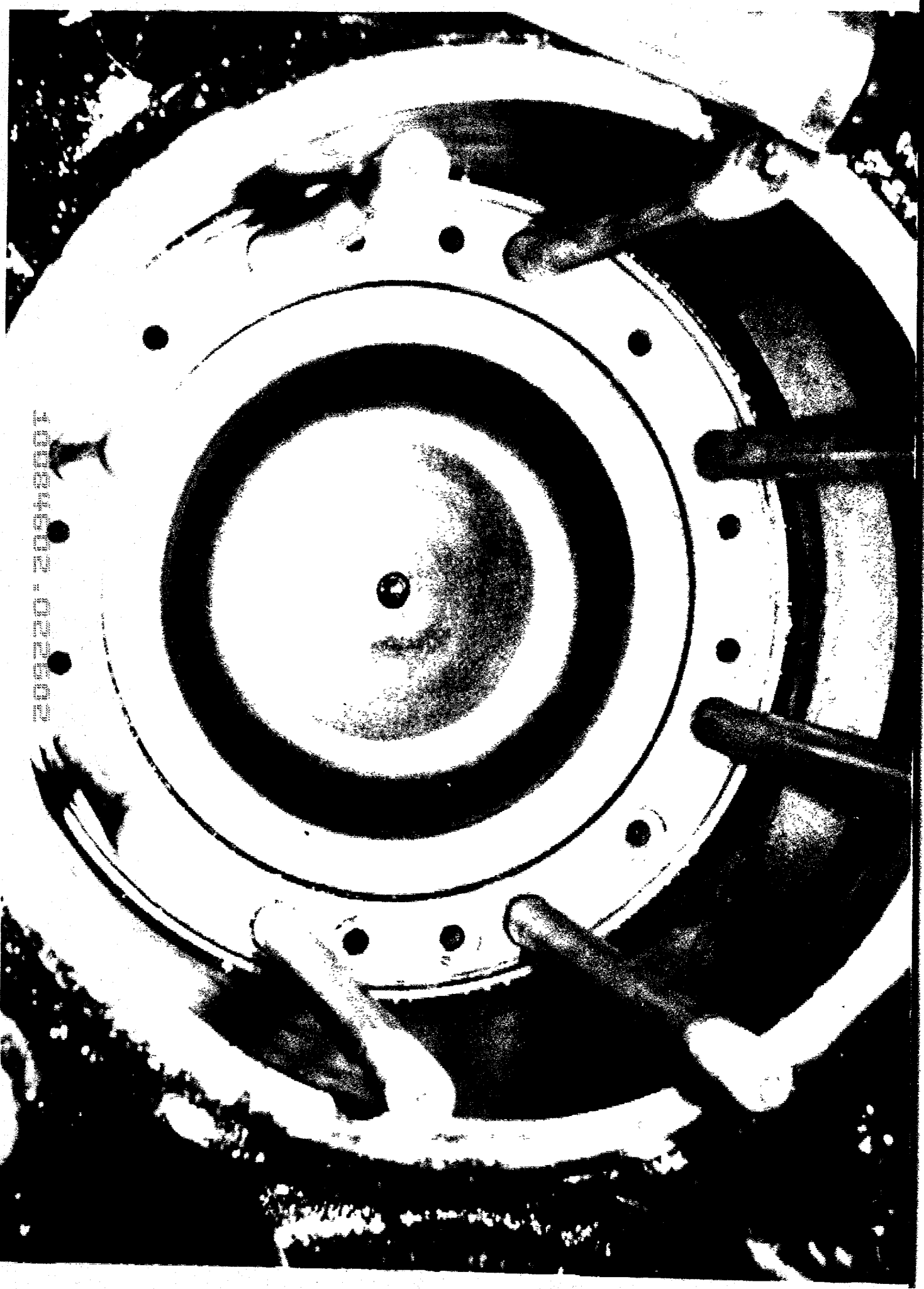
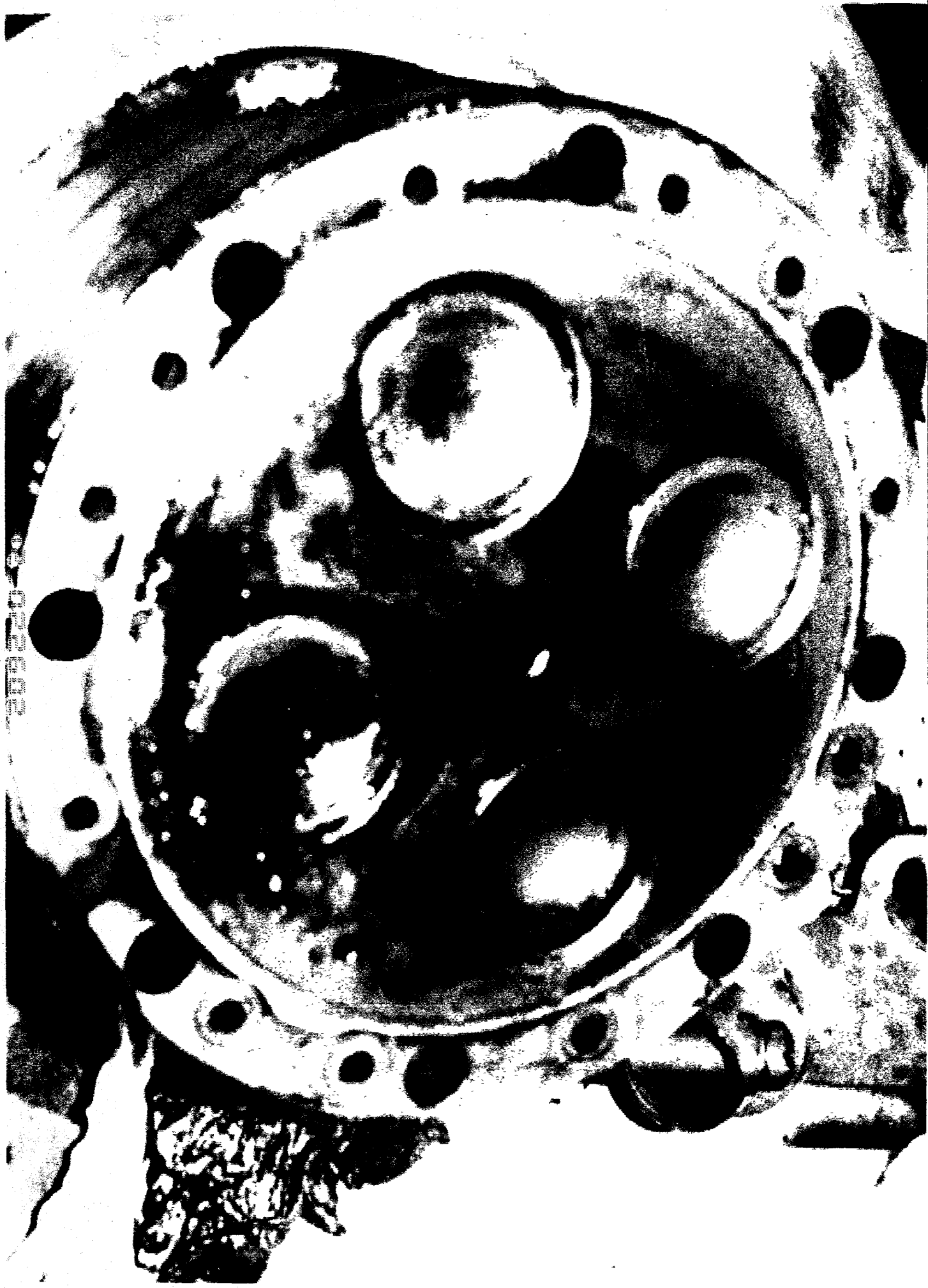


Figure 19 : Shewhart Control Plot for mpg fuel economy in the Honda Accord with the first three baselines excluded

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